

Mohave County Miner.

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NO. 32.

Things that are Different in Mexico.

Barbers all wear long linen dusters. Bank drafts are always made out in duplicate.

No person carrying a load is allowed to walk on the sidewalk.

It is contrary to law to indorse a check from one person to another.

Drivers never cluck to their steeds, but urge them on with shrill hisses.

There are free parks, free seats and free music in all the cities of Mexico.

All kinds of vehicles as well as bicycles are obliged to carry lights after dark.

Strips of newspapers are fastened to the balconies in front of rooms that are for rent.

Every householder is required to sweep the street in front of his property and sprinkle it twice a day.

All men and most of the women of the lower class smoke cigarettes, but none of them chew tobacco.

Heavy wagons are not allowed to use the streets paved with asphalt except when absolutely necessary.

A hack driver never leaves his seat and you open the door for yourself and settle with him on his high perch.

A Mexican servant or messenger never enters even a business house or addresses his superiors without removing his hat.

Hand rakes are almost unknown. Leaves and loose grass in the parks are swept up with long handled brooms, made of stiff twigs.

Street cars never stop at street or track intersections to avoid right-angle collisions, but the drivers make their approach known by shrill horns.

If the police find anyone carrying a bundle through the streets who cannot tell where he is going, or give a clear account of himself, he is promptly arrested.

The single entrance of even the largest apartment house is locked at 10 o'clock every night, and the portero expects a "gratification" if he is roused after that hour.

When a person is injured on the street he and everyone connected with the affair are taken to the nearest police station, where each is required to make a declaration.

The water pressure is seldom sufficient to furnish a supply to upper stories, and every house is supplied with a force pump with which a reservoir on the roof is kept filled.

The residences are all blessed. At the completion of the home guests are bidden and the ceremony of blessing them corresponds to a house-warming. The priest passes through each room, sprinkling it with holy water.

The banks will not take for deposit a five dollar check on a bank in another city, although it bear the indorsement of a regular patron with a good balance to his credit, but the same customer can go to the bank and get a New York draft for a thousand dollars without paying for it and the bank will send around the next day for a check to cover the amount.

Everything and everybody pays a direct tax, from the street porter to the largest mercantile establishment, and the stamp tax for documents is equally lucrative. Even playcards and posters, other than your own in your own house, must bear a stamp.

Water for the bath rooms is heated in a novel way. The separate supply tank on the roof has an opening from top to bottom, through the center, that acts as a chimney to the fireplace below the tank. A small fire heats a good quantity of water very quickly.

Nearly every one is named after some saint, generally the one to whom the day on which he was born is sacred. If he bears the name of a saint whose day falls on other than his birthday, he celebrates only the saint's day—and calls it el día de su santo.—Modern Mexico.

Arizona's Future.

Colonel Aldace F. Walker, chairman of the board of directors of the Atchison, Topeka & Santa Fe railway company, has recently made a trip through Arizona and upon his return to New York said:

"In Arizona great activity is manifest, especially in the irrigation works of the Salt River valley and Gila valley and mining operations in the mountains. Numbers of mines are fully prospected, all ready to become productive under the touch of the capital required for machinery to extract and concentrate the ores. It is hard to perceive how any industry can stand on a firmer foundation than the production of gold from gold-bearing rock. Mines now fully worked are showing excellent profits.

"Hundreds of others are to be found, some in Arizona, some in the Mohave desert, and some in New Mexico, which to all appearances are as safely profitable as the mining of coal or of iron ore. One cannot pass through that region without becoming inspired with the feeling that the future has much in store for it. To visit a local station like Kingman, recently only a water tank and siding, today with railroad receipts of 40,000\$ per month, opens one's eyes as to what is going on in Arizona."

Labor and Railways.

Not only railway employees, but intelligent workmen generally will do well to direct their attention to a phase of the railway question which has apparently been overlooked. Under the present interstate commerce law freedom of contract is denied railway companies. By that we mean it is illegal for railways to make the least effort to ameliorate competitive conditions. The idea has been on the one hand to give to competitive forces the fullest possible scope, no matter what the result. Competition is the life of trade, even when it means death to railways, which give employment under prosperous conditions to a million persons, and represent one-fifth of the invested capital of the United States.

While these views are apparently applied to the railway company, labor itself organizes everywhere for its own protection and for the purpose of minimizing the effects of competition. Those who form part of the vast network of trade unions that have helped in a large measure to improve the condition of labor and hold up rates of wages, must realize that laws which prevent the railways from doing the same, must ultimately bring down the price of labor. In thirteen years there has been a decline of 27 per cent. in the price of transportation. That is, railways, as a whole, are now receiving less than three-quarters of what they received thirteen years ago. Has there been a similar decline on the raw material out of which transportation is manufactured? Not at all. In the first place 90 per cent. or 90\$ of every 100\$ paid out is paid direct for labor.

The cost of labor is the same now as then. In fact, the price of labor, unlike the railways themselves, is no longer a market price, established by competition, in which one man competes with another until starvation faces them both. The competitive conditions, therefore, are ameliorated by organization, by agreements between themselves, that below a living wage they will not offer their services. If anything, the price then of 90 per cent. of the raw material used in the manufacture of transportation has advanced. Of what does the 40 per cent. consist? Of materials such as fuel, steel rails, ties, carwheels, bolts, spikes and lumber. Into all these products labor largely enters, and comprises the indirect labor of railways. Some articles are cheaper, but taken as a whole the cost of running these roads has not been greatly reduced, except in cases where men have been absolutely laid off, who should have been employed in order to keep the properties in good condition. Is it surprising, then, that Thomas F. Woodstock, in the Engineering Magazine, asks the pertinent question: "Is there any other industry in this country which has had to face a 27 per cent. decline in its product without a decline in the price of its raw material?"

In the northwest and the south the labor organizations have awakened to these facts, and are filing protests against state legislation which proposes, regardless of consequences, to still further reduce the cost of transportation. If this

is done, labor must be reduced—and probably reduced below the living wage. War to the knife between the railways must result in war to the knife between the two or three men seeking one job. The right to combine for the purpose of increasing wages, controlling accretions to their number, shortening hours of work, and generally lessening the severity of labor competition, must be supplemented by the right of freedom of contract for the railways, to enable them to exist and pay living wages. If the welfare of the state is best promoted by the cut-throat policy between railway corporations, why is it not best promoted by a similar policy between wage earners? The true policy lies between both extremes. Labor organizations, when they undertake to combine to control the products of the world sometimes come to grief. It is equally true of corporations when the combination is for unlawful purposes. Both classes of combinations are beneficial when for the purpose of maintaining the American standard of living and wages equitable to all, on the one hand, and for maintaining rates that are reasonable and just on the other. Such restrictions to a useless and dangerous competition which otherwise might work great injury contribute to the welfare and prosperity of the nation.

Remarkable Engineering Feat.

A great section of mountain was recently torn off by 10,000 pounds powder, lifted several feet straight up and then pushed bodily forward 40 or 50 feet, trembling over the gorge below the dam, and then falling with an awful roar 125 feet, to remain hereafter for all time as the bulwark of the great dam being built to impound water for the city of San Francisco. The dam is forty-three miles east of the city. For two months or more preparations had been made for the monster blast, in common with another blast that is nearly ready. The plan was to cut tunnels into the side of the mountain at various points above the bed of the creek and to place in these tunnels, first, great stores of black powder, which ignites slower than giant powder, and, therefore, has more pushing power and less shattering effect. On the surface and in places through the mountain side were placed big deposits of giant powder for the purpose of shattering the mass and lifting it up. According to plans the black powder when it exploded would hurl the mass straight forward, making a bridge of granite across the gorge and blocking the stream. The plans were carried out with the greatest care. Danger was constantly feared from the great mines of powder, but all went well and the blast was finally ready. A lot of insulated electric wires, connecting with each deposit of powder and attached to exploders, were gathered into one circuit in a tunnel across the gorge and above the blast. The signal was passed, the switch closed, and a wonderful scene instantly followed. The side of the opposite hill, composed of great boulders and masses of granite in dikes, quivered, rose from its bed of centuries, and shot out thousands of little quivering tongues of dust, that gave the whole hill a peculiar, fuzzy appearance. This was for a fraction of a second. A growl, like the angry diapason of the ocean, sounded deep down in the hill, and before the spectators recovered their equilibrium after the artificial earthquake the mass was falling. When the dust cleared away it was found that the blast had dislodged a mass of rock 400 feet up and down stream and an average of sixty feet in height, completely bridging the canyon. The engineer estimated that the amount dislodged weighed about 150,000 tons. The rock was thrown exactly as the engineers had planned.—Railway Review.

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SUMMONS.

IN THE JUSTICE'S COURT OF KINGMAN Precinct, County of Mohave, Territory of Arizona.

B. H. Spear, Plaintiff, vs. F. L. Castle, J. C. Dexter, and M. D. Cordroy, Defendants.

The Territory of Arizona sends greeting to F. L. Castle, J. C. Dexter and M. D. Cordroy.

You are hereby summoned and required to appear in a civil action brought against you by the above named plaintiff, in the Justice's Court of Kingman Precinct, County of Mohave, Territory of Arizona, and answer the complaint filed with this court at my office in said county within five days (exclusive of the day of service), after the service upon you of this summons, if served in this precinct, and within the county, but if served out of the precinct and within the county, then within ten days, but if served out of the county, then within fifteen days. In all other cases twenty days.

And you are hereby notified that if you fail to appear and answer the complaint as above required, the plaintiff will take judgment by default against you.

Given under my hand at said precinct this sixth day of May, A. D. 1897.

M. REDMAN, Justice of the Peace of said Precinct.

Notice of Forfeiture.

To Eugene Riordan, his heirs, assigns and legal representatives.

You are hereby notified that the undersigned, who is a co-owner with you in the Wanderer mining claim, has expended the sum of one hundred dollars in labor and improvements upon said claim for the year 1896, in compliance with the United States mining laws, requiring annual expenditures to be made on mining claims. The said Wanderer mining claim is situated in Chemehuevi Mining District, Mohave County, Arizona Territory, and is duly recorded in the mining records of said county. Your proportion of said annual expenditure is fifty (50) dollars, and you are further notified that if, at the expiration of ninety days from the last publication of this notice, you fail or refuse to pay me your proportion of said expenditure, together with the cost of publication of this notice, your interest in the said Wanderer mining claim will be forfeited and become the property of the undersigned.

HUGH ALLISON.

Yucca, Arizona, Feb. 17th, 1897.
First insertion Feb. 20, '97.

NOTICE OF FORFEITURE.

To John A. Healy, his heirs, administrators or assigns:

You are hereby notified that the undersigned co-owner in interest in the Healy Menster, Esther, Josephine and Columbia mining claims, situate in Owen mining district, Mohave county, Arizona, has expended the sum of one hundred (100\$) dollars in labor and improvements upon each of the said mining claims in order to hold said claims under the provisions and requirements of section 2324 of the R. S. of the U. S., being the amount required to be expended to hold said claims for the year 1896, and you have failed to contribute your proportion of said expenditure. You are further notified that if, within ninety days after the service of this notice, if personally served, or within ninety days after the service of this notice by publication, you fail, refuse or neglect to contribute your proportion of said expenditure your interest in said claims will be forfeited and become the property of the undersigned co-owner under and by virtue of said section 2324.

CHARLES E. PRICE.
Signal, April 23d, 1897.
First publication May 1, 1897.

The estimated cost of building and preparing ground for the Trans-Mississippi Exposition at Omaha, Neb., June to November, 1898, is over 1,000,000\$.

Professionals.

E. M. SANFORD, ATTORNEY AT LAW. PRESCOTT, ARIZONA.

GEORGE WALKER, ATTORNEY AT LAW. KINGMAN, ARIZONA. Will practice in all the courts.

Surveying.

O. F. KUENCER, DEPUTY U. S. SURVEYOR, or and County Surveyor. Mines examined and reported on, Kingman, Arizona.

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